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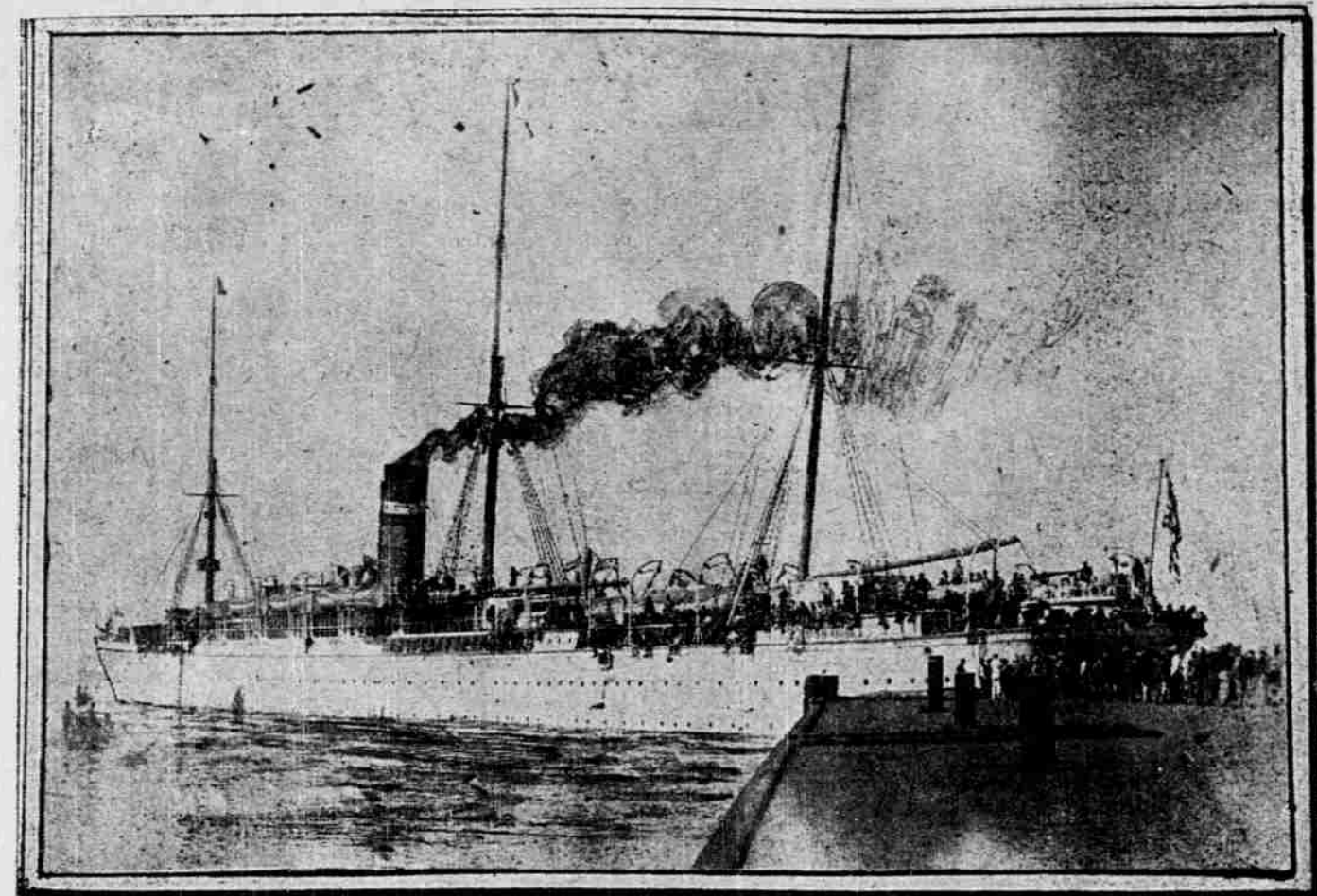
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## NEWS OF THE WATERFRONT



IT IS very probable that something will have to be done in the near future to deepen the harbor at this port. So much mud has collected there of late that large vessels, the big United States Army transports for example, are inconvenienced in getting up to and away from wharves other than the Naval wharves. And even when they are trying to get into the Navy slips or are leaving them, preparatory to getting to sea, they are apt to get stuck in the mud.  
Right off the Pacific Mail wharf, a little in the direction of the boat houses, there is a mud bank. It was here that the large United States Army transport Meade got stuck for some little time when she was here a few days ago. She churned up a lot of mud as she was making her berth at the Pacific Mail wharf and when, a couple of days afterwards, she started to leave the wharf early in the morning, in a hurry to get away, she stuck good and hard for a little while right on this mud bank. She seemed to have rested her bottom on the mud just a little forward of amidships. It was while she was in this position that Arthur L. Merry, commandant's clerk at the Naval Station, Hawaii, who is one of the best amateur photographers in these Islands, if not the best, took the photograph of which the above illustration is a reproduction.  
The picture shows the long, white transport Meade with her nose pointed toward the channel and her stern almost touching the wharf. A portion of the crowd which assembled to see the transport off can be seen at the end of the wharf.  
The Meade arrived here from San Francisco on the 25th of last month, on her way to the Philippines.

**A**FTER having weathered a very severe gale and running short of coal, the United States Army transport Garonne was obliged to put into this port to replenish her bunkers. She is from Manila, via Nagasaki, and was bound from the latter port, by the great circle route, to San Francisco. After getting as far north as the forty-fourth degree of latitude, however, it was found advisable to bring the vessel to Honolulu, as it would have been impossible to take the boat to San Francisco with the small amount of coal in her bunkers.

The Garonne sailed from Iloilo, where the Twenty-sixth Infantry, now aboard the transport, had been stationed, on March 6. She left Manila on the 8th, and arrived at Nagasaki on March 16. A great deal of rough weather was met with on the trip from Manila to Nagasaki. The transport was seven days making the run, whereas it is usually accomplished in five days. It was necessary to stop the vessel for several hours that some slight repairs might be made to the machinery. The repairs to the machinery took place off the island of Formosa, and occupied half a day.

Nagasaki was left at 7 o'clock in the morning of March 20th, and for the first two days out of that port good weather was experienced. After that the transport had all the bad weather she wanted.

A terrific gale traveling from north-northwest to north-northeast, struck the Garonne and kept her keeled over at an angle of 43 degrees, two degrees from danger point, for some time. Huge waves broke over the decks and the cabins and saloon were flooded.

During the 31st of March and the 1st of April this fearful weather continued, and soldiers and sailors alike were compelled to take their meals under difficulties.

Havoc was wrought with the furniture of the main saloon. Chairs were smashed and tables splintered by the banging they got, one against the other. A lot of baggage was thrown against a valuable piano, and the instrument was ruined. It was in latitude 43 degrees 45 minutes north, and longitude 175 degrees and 22 minutes west that the worst weather was had. During the gale it was discovered that there was barely enough coal in the bunkers to take the vessel to Honolulu, and that there was no possible chance of its holding out until San Francisco was reached. The transport had been losing time, making very little more, on an average, than 200 miles a day.

While the vessel was in northern latitudes the troops suffered on account of the cold. They asked for extra blankets, but were not allowed to have them. There were plenty of blankets aboard, and they could have been gotten at very easily, but for some reason or other the men were not permitted to make themselves comfortable in this respect. They were forced to sleep in several suits of underclothes in order to keep warm.

The soldiers also complained about having to drink brackish water.

When they found out that the Garonne was coming to Honolulu instead of continuing on the run to San Francisco, they were very much pleased at the prospect of speedily getting into a warmer zone.

The Garonne was sighted early yesterday morning. She was moored to the Naval wharf before 8 o'clock, and not long afterwards many of her troops were permitted to land. There was no sickness among the soldiers.

The Twenty-sixth Infantry is aboard, besides 6 hospital corps men, 5 general prisoners, 3 discharged men and several cabin passengers. There are over 900 men on the transport; of this number 847 are members of the Twenty-sixth Infantry. There is also a portion of the regimental band aboard, and a concert was given yesterday morning, as the vessel lay at Naval wharf No. 2. There are several stowaways. They are being worked as members of the ship's crew, and will be taken on to San Francisco. The Garonne expects to sail for the Coast tomorrow evening. She is at present engaged in taking aboard about 800 tons of coal.

Goodale, J. P. Clark, F. M. Pales, A. M. Mason, H. G. Crockett, A. Hasbrouck, G. D. Rice, P. S. Golderman, H. E. Comstock and W. H. Plumer; Second Lieutenants T. M. Coughlin, E. C. Pierce, S. E. Worthington, H. Olin, G. Hall, H. E. Grant, C. Garrity, E. A. Jaenuet and J. T. Ryan.  
F. H. Sparrenberger is the transport surgeon; Lieutenant W. H. Winters, of the Third Cavalry, is the quartermaster in charge of the transport; Captain R. McFarland is her master.  
Captain J. M. Segworth, of the Ninth Infantry, who served during the fight at Tien-tsin, is also a passenger.

### Happy Times on the Lawton.

Notwithstanding the fact that the United States Army transport Lawton, which arrived here from Nagasaki on Sunday with a couple of cases of smallpox on board, is in quarantine in the stream, the soldiers of the Thirty-ninth Infantry on the vessel seem to be making the best of the circumstances. Unable to get ashore in the Paradise of the Pacific and take in the charms of this country, they have to the traveler, as well as the resident, the troops are passing away the time as best they can, satisfying their curiosity concerning Honolulu by casting longing glances at the cloud-capped hills and verdant valleys of Oahu. They indulge much in music. Last night the still waters of the harbor and the southwesterly winds combined to carry the sweet strains of the Thirty-ninth Regiment band from the decks of the transport to the ears of those ashore. It was good music, and there was plenty of it.

### The Doric in Quarantine.

The Occidental and Oriental Company's steamship Doric, from the Orient, was sighted yesterday evening at 5:30 o'clock. She arrived off port a little later than expected, and awaited the doctor and pilot.

While a fair-sized crowd was waiting on the Pacific Mail wharf to see her enter port, and stevedores and officials were preparing for her arrival inside, it was learned that she would not be permitted to enter port that night. The result of the visit of the quarantine officials to the steamship was the discovery that she had a case of smallpox aboard. The consequence was that she was quarantined.

Many people were anxious to know at what time the steamer was to sail for the Coast, as they had much mail to prepare. The first question asked of those supposed to know, when a steamship is about to enter port, is: "When will she sail?" This invariably, No one is ever satisfied with the fact that a steamer is about to arrive (they don't wait until her arrival), but they are on pins and needles until they have been informed as to the time of her departure.

"Steamer twenty miles east," telephones the lookout at Diamond Head. "What time does she sail from this port?" is the first question asked by the majority. This is not the only question asked, however.

Last night a patient customs official on the Pacific Mail wharf tried to answer about seventy questions in thirty minutes without losing his temper. The questions were something as follows:

"What time does that vessel outside sail for the Coast?" "Is she coming in tonight?" "Why isn't she?" "Is there sickness aboard?" "Has the doctor gone out—where is the pilot?" "Has she got passengers for Honolulu?" "How much freight has she?" "Oh, what steamer is she, anyhow?" The polite and patient customs official stood this kind of thing over and over again for most of his watch. The funny part of it all is that not one in forty who bothered the officer with their questions had the remotest business with the vessel, and probably wouldn't care if a steamer never was sighted.

### Island Steamers Off Port.

Last night Wilder's steamers Helene and Kalulani arrived off port from Haigai. The Kalulani came conveying the Helene, the latter steamer having injured her rudder, during heavy weather at Laupahoehoe, in such a way that it could be moved only with great difficulty. For this reason it was thought best to send the Kalulani along to Honolulu with the Helene, to see that nothing further happened as the result of the damaged rudder. She was to act as a convoy to the Helene. When the vessels were sighted last night, however, the Kalulani was towing the Helene.  
The Helene injured her rudder by swinging in shore and knocking it on a rock at Laupahoehoe, during heavy weather.

### Shipping Notes.

The Aorangi is due from the Colonies tonight.  
The Doric may sail for San Francisco this evening.  
People on the waterfront are wondering what has become of the transport

Buford. She was supposed to have sailed from San Francisco on the first of this month and was looked for on Sunday and all day yesterday. According to latest advices, there was a possibility of the Buford being late in leaving the Coast. It is now thought probable that she did not leave on the 1st.  
The British training ship Icarus will sail for Esquimaux tomorrow morning.

Since October, 1899, the transport Garonne, now in port, has been stationed at the Island of Panay, about 200 miles south of Luzon. Her bottom is, consequently, very foul and her machinery needs a thorough overhauling. She will go on the drydock on her arrival at San Francisco.

The little schooner Mokihana has been chartered by Young and Wheeler, who will use her to procure sand for building purposes, dredging for the material with a pump. She will get the sand from the neighborhood of Pearl Harbor.  
The steamer Claudine arrived Sunday evening from Kahului and way ports with many passengers and a large load of sugar.  
The bark Albert will be towed to Kilauea today to load sugar.

Many of our patrons say what is the use of advertising

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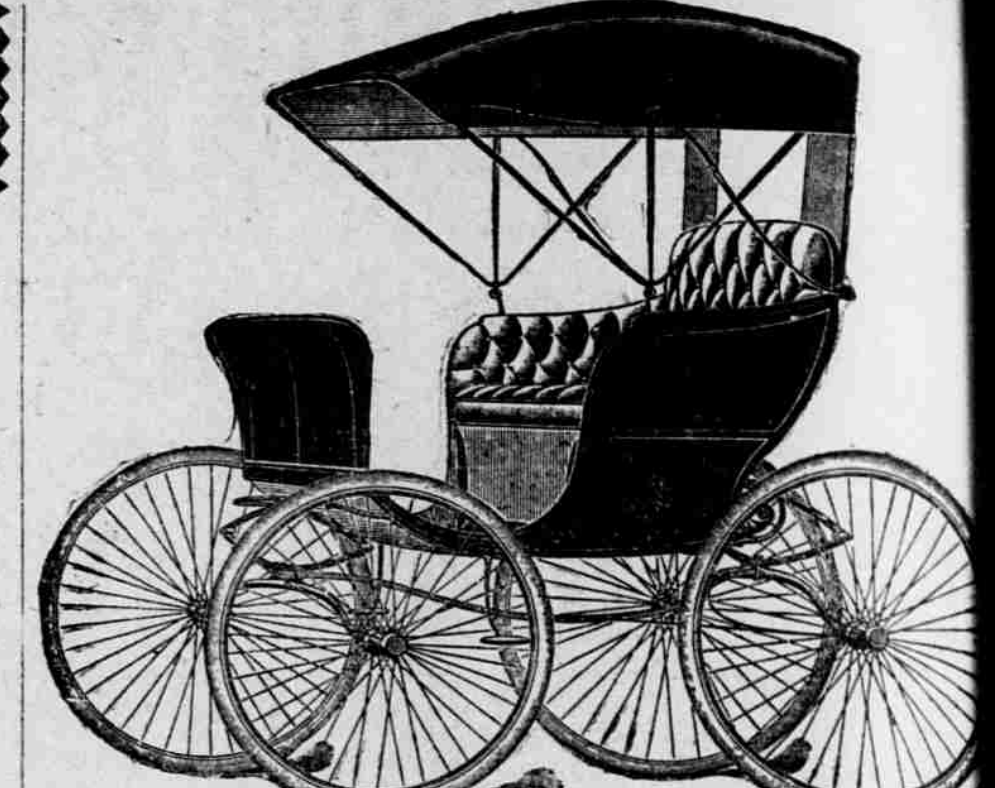
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